

COUNTRY Germany (Russian Zone) DATE DISTR 9 June 1952

SUBJECT Coal Stocks, Backlog of Undispatched Railroad Cars and Park of Operational Cars of the DDR NO. OF PAGES 3

PLACE ACQUIRED [REDACTED] 25X1 NO. OF ENCLS. (LISTED BELOW)

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a. Coal stocks and consumption of coal in metric tons:

	Date	Hard Coal	Crude Brown Coal	Brown Coal Briquettes	Coke	Coal Dust Brown Coal
Total stocks	21 March	120,551	24,332	101,644	1,270	516
	22 and					
	23 March	120,005	24,630	97,024	1,267	561
	24 March	120,225	24,950	100,146	1,286	549
	25 March	119,384	25,072	100,137	1,261	592
	26 March	119,475	24,446	100,593	1,272	499
	27 March	119,351	24,337	98,803	1,246	427
	28 March	120,015	24,395	98,301	1,239	345
	29 and					
	30 March	122,359	23,661	91,727	1,254	311
	1 April	125,715	23,378	91,816	1,210	321
Daily consumption	21 March	906	1,556	21,143	25	234
		(311)	(306)	(19,758)	(-)	(234)
	22 and	1,767	2,319	40,642	45	680
	23 March	(1,678)	(579)	(38,957)	(-)	(680)
	24 March	998	1,484	20,877	31	232
		(901)	(287)	(18,910)	(-)	(232)
	25 March	965	1,560	20,159	25	298
		(827)	(309)	(18,839)	(-)	(298)
	26 March	1,027	1,528	21,639	30	236
		(928)	(346)	(19,917)	(-)	(236)
	27 March	1,051	1,409	21,484	38	365
		(952)	(232)	(20,139)	(-)	(365)
	28 March	1,076	1,551	21,587	28	224
		(982)	(300)	(20,022)	(-)	(224)

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- 2 -

Date	Hard Coal	Crude Brown Coal	Brown Coal Briquettes	Coke	Coal Dust Brown Coal
29 and 30 March	1,871 (1,766)	2,240 (411)	41,691 (39,660)	20 (-)	535 (535)
31 March	1,019 (871)	1,561 (212)	22,275 (19,598)	59 (-)	307 (307)
1 April	1,131 (970)	1,506 (202)	21,675 (20,349)	28 (-)	297 (297)

Note. Figures in parentheses indicate the fuel consumption by locomotives.

b. Backlog of undispatched cars:

Date	Total Number of Cars	Poland and the U.S.S.R.	Baltic Sea Ports	Soviet Zone	Ferry Traffic to Sweden
21 March	947	588	90	228	41
22 March	1,427	478	-	901	43
23 March	1,238	303	-	937	48
24 March	828	481	49	252	46
25 March	785	472	33	235	45
26 March	916	512	80	250	54
27 March	1,151	512	74	474	91
28 March	1,153	444	41	570	98
29 March	1,615	631	-	902	82
30 March	2,092	327	-	1,649	66 (Czecho-
31 March	1,412	435	-	942	35 slovakia
1 April	1,318	413	-	847	58 50)

c. Number of cars in operation:

21 March	87,663
22 March	86,782
23 March	85,901
24 March	86,898
25 March	87,722
26 March	86,956
27 March	87,417
28 March	87,358
29 March	86,772
30 March	86,784
31 March	86,936
1 April	87,421 (1)

2. a. The following daily coal consumption quotas were fixed by the Directorate General, Railroads, Berlin, beginning 1 April 1952:

Railroad District	Daily consumption in tons
Berlin	3,050
Greifswald	1,070
Schwerin	1,250
Magdeburg	2,450
Halle	4,050
Erfurt	3,230
Dresden	3,300
Cottbus	1,350
Total	19,750 (2)

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25X1

- 3 -

- b. Beginning 1 April 1952, coal stocks to be kept available in the various railroad districts were reduced from 18 to 16 days' requirements. However, the previous coal reserve quota remained in force in the Greifswald railroad district. Coal drawn from the state reserve on 15 March included 218 tons of Ruhr hard coal and 700 tons of other type hard coal, for the Berlin railroad district; 1,000 tons of hard coal for the Greifswald and 300 tons of hard coal for the Erfurt railroad districts. (3)

3. [ ] the following coal stocks were available at the Kuestrin-Kietz railroad station:

Date	Briquettes (in tons)	Hard Coal (in tons)
23 February	80	200
10 March	150	200
22 March	350	160
28 March	420	120
7 April	460	300

During the period from 1 March through 6 April, 700 tons of briquettes and 260 tons of hard coal were consumed at the Kuestrin-Kietz railroad station.

[ ] Comments.

- (1) As compared with the last report status of 20 March, coal stocks decreased by 3,340 tons to a total of 242,440 tons, which would be adequate for about 12.3 days' operations, after a new consumption quota went into effect on 1 April 1952. However, hard coal stocks increased by 5,000 tons and now represent almost 50 percent of total coal stocks. After temporarily decreasing, the backlog of undispached cars has again risen. The park of operational railroad cars has slightly increased.
- (2) A daily coal consumption quota of 21,250 tons was in force during the period from 6 through 31 March. The reduction of this quota as due to seasonal circumstances and the desire of the Soviet Zone railroad administration to conserve coal.
- (3) As can be seen from [ ] Comment, 1 above, even the reduced level of coal reserves has not yet been reached. It is unknown why a special regulation was decreed for the Greifswald railroad district, which is the smallest of the eight railroad districts in the zone. Prior to early 1951, the Soviet Zone railroads kept a so-called emergency coal reserve which was prescribed by the SCC and which amounted to about 400,000 tons, a quantity adequate for 20 days' operations, in the winter of 1950 to 1951. [ ] this type of coal reserve no longer exists. It appears to have been replaced by the above mentioned state reserve, which probably is at the disposal of all state agencies requiring coal. Details on the amount of this reserve are not available.

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